

Norfolk Southern F9A Rebuilds and F7B Repowering

From F9PH and F7B

By Norfolk Southern at Juniata

NS 4270-4271 F9A

NS 4275-4276 F7B

3/07 - 6/07

4+ units

Bld No.	Frame No.	Bld Date	Blt As	2nd No.	3rd No.	4th No.	5th No.	6th No.	7th No.	Rbld Date	Rblt As	Notes
15909	3122-A5	Jan-52	BO 937 F7A	BO 4580	MDOT 7181	MARC 81	RPCX 101	RPCX 1010		Mar-07	NS 4270 F9A	rblt by MK 1/1981 as F9PH
16642	3146-A1	Aug-52	BO 947 F7A	BO 4590	BO 4557	MDOT 7185	MARC 85	RPCX 102	RPCX 1020	Jun-07	NS 4271 F9A	rblt by MK 8/1980 as F9PH
8548		Jul-49	CNW 4027A F7A	CNW 407	CVAR 407	CRLE 407	SOU 407			Pending	NS 427x F9A	Marked SOU only for movement to NS
A364		Aug-52	CN 9088 F7A	CN 9177	SOU 9177					Pending	NS 427x F9A	Marked SOU only for movement to NS
A498		Feb-53	CP 4462 F7B	CP 6801	CP 1019	SOU 1019				Pending	NS 4274 F7B	rblt as a slug 7/83; marked SOU only for movement to NS
13544	6204-B2	Oct-50	CGW 113D F7B	CNW 113D	CNW 317	CNW 410	RPCX 201	RPCX 2010		Mar-07	NS 4275 F7B	
13563	6206-B3	Dec-50	CGW 114B F7B	CNW 114B	CNW 318	CNW 411	RPCX 202	RPCX 2020		Mar-07	NS 4276 F7B	

Notes for NS 4270-4271:

Original rounded pilots recreated from scratch

Previous HEP generators repaced with smaller units and rooftop piping was modified

Rewired, but not upgraded to Dash-2 specs

Under-floor air conditioner installed

Rated 1800 hp, D12B main generator, D77 traction motors, 57:20 gear ratio, 90 mph max speed

Cab signal and LSL installed

Converted from clasp brake rigging to single shoe arrangement

Radiators replaced with lead free mechanically bonded radiator cores with modifications to accommodate 6 inch cores

Previously rebuilt by MK and reclassified F9PH by replacing 567 engine with 16-645 rated at 1,750 hp, HEP originally installed at that time, nose doors removed, pilots modified, and upgraded from 24RL to 26L brake

Electronic brake with ECP and "LEADER" installed during winter/spring 2012

2014 modifications on 4271: new dash2 control system, D12B generator replaced with AR10 alternator

Notes for NS 4275-4276:

Rewired, but not upgraded to Dash-2 specs

Rated 1800 hp, D12B main generator, D77 traction motors, 57:20 gear ratio, 90 mph max speed

Upgraded from 24RL to 26L brake

567 engines replaced with 16-645E

Air-cooled air compressors replaced with water-cooled

Converted from clasp brake rigging to single shoe arrangement

Radiators replaced with lead free mechanically bonded radiator cores with modifications to accommodate 6 inch cores

3/2013 modifications: new dash2 control system, D12B generator replaced with AR10 alternator, relocate air compressors, and ZTR smartstart

Old electrical cabinet donated to ARHS B unit ARRX 58

11/2014 mods to 4275: fitted with a 16-645-E1C engine (turbocharged 2000hp)

2/2015 mods to 4276: fitted with a 12-645-E-EV/IC engine (turbocharged 2000hp)

Old engine donated to TVRM for TAG 80 GP38

Abbreviations:

BO Baltimore & Ohio

CGW Chicago Great Western

CNW Chicago Northwestern

MARC Maryland Area Rail Commuter

MDOT Maryland DOT

MK Morrison-Knudsen

NS Norfolk Southern

RPCX Railroad Passenger Car Numbering Bureau

Sources:

NSDash9.com

Unofficial EMD Homepage

Norfolk Southern Materials

www.AltoonaWorks.info

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